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or

WWW.1937and1938Buicks.com

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≡ TORQUE TUBE ≡

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XIII • NUMBER 6 • JULY / AUGUST 1995

BUICK
1937  1938

TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

VOLUME XIII • NUMBER 6 • JULY / AUGUST 1995

THE 9th CYLINDER

IT'S RENEWAL TIME!!!

This is the sixth and last *Torque Tube* of our current 1994-1995 publishing year. Check the mailing label on the envelope this *Torque Tube* came in. *If it reads '95, as most do, you will need to renew your subscription.* All members who need to renew will find enclosed, with this edition, an envelope addressed to the

1937-1938 Buick Club. Please use it to send in your payment.

The rates are the same as last year except I've reduced the Air Mail rate to Europe and South America from \$48 to \$40 per year and the All Others (Australia, Africa etc) from \$58 to \$50 per year.

You will not be sent a bill. This is the only notice you will receive!



FOUNDED IN 1980 BY DAVE LEWIS

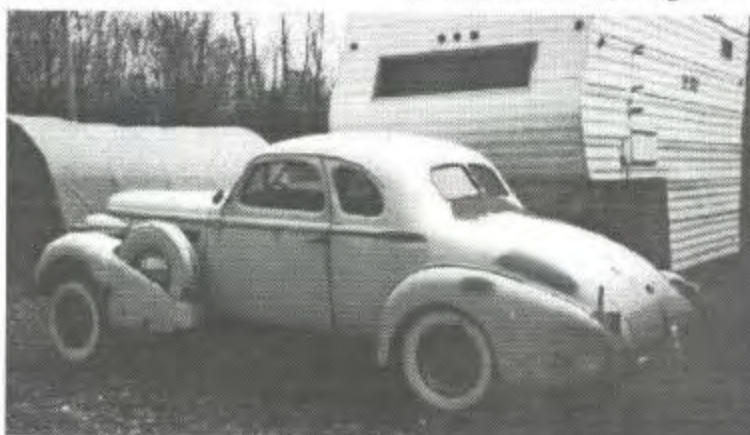


E.W. Scrivener (#1069) in Canada writes how much he appreciates club members **Greg Marshall** (#148) and **Howard Andrews** (#1031) for responding to his question about converting to a dual master cylinder braking system in the March/April **Torque Tube**. That's what this club is all about. The interaction of members helping members! Thanks Greg and Howard.

Several members have asked why don't we use Third Class instead of First Class mail (in the U.S.) to save on postage. The answer is there's no difference in price between First and Third class postage at the 4 ounce **Torque Tube** weight.

Clyde Johnson (#1109) writes that his son, knowing of his passion for '38 Buicks, gave him a gift subscription to the **Torque Tube**. Clyde says he's thoroughly enjoying it and looks forward to each issue.

The photo on page 1 shows **Bob Hamro** (#775) with his maroon 1937 Century Sport Coupe Model 66S. Bob is the Director of



the Northern California Chapter of the BCA. On the right is **Harry Logan's** (#651) Sudan Blue 37-66S. Buick made 2,840 1937 Century Sport Coupes and there seems to be many still around.

Tom Krahe (#1123) in Ohio has waited a long time to get a sidemounted Century coupe and recently purchased this 37-66S to restore. The vehicle was brought to Cleveland from California in 1955.

At that time the car, (at left) originally black, was painted white with a black leatherette cover on the seats and a black cloth headliner with white piping. The car was lowered, had the nose

blanked in, the dash was painted black and the knobs were aluminum and it had '50 Buick hubcaps on the wheels and sidemount covers. It was run on the drag strips of Cleveland and had some type of hot cam and dual carbs. Good luck on your restoration Tom.

The photo at the top of page 3 shows another 37-66S that needs a total restoration (the building behind it also needs a total restoration).

≡TORQUE TUBE≡

The **TORQUE TUBE** is published bi-monthly for the enjoyment of the 1937-1938 Buick Club. Membership dues are \$34.00 per year US, \$35.00 per year Canada; \$40.00 per year in Europe and South America and \$50.00 per year all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds.

Please send all articles, ads, subscriptions and inquires, etc. to:

THE TORQUE TUBE

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The headlights have been converted to sealed beams and it has a '38 accessory grille guard mounted in the center of the front bumper with a trailer hitch on the back bumper.

It was offered for sale in Hemmings Motor News earlier this year. The car was in New York, the owner in New Jersey and in another photo it shows the car wearing Delaware plates. Perhaps one of our members now owns it?

This side-mounted 37-66S (middle photo) was for sale in Arizona several years ago and now belongs to **Joe Giordano** (#333) in Missouri. Joe bought it along with a '37 Century Convertible Coupe. Both need total restorations. That should keep Joe busy for the next couple of years!

Would you like to have business cards (3.5" x 2") with a color photo of your car on one side and your personal information or description of your car on the other? **Hollis Digital Imaging Systems, Dept. C, 383 N. Commerce Park Loop, Tucson, AZ 85745,** phone number: (520) 623-7589 will make a set of 100 for \$89.00 plus \$4.50 shipping. If you're interested, send for their brochure.

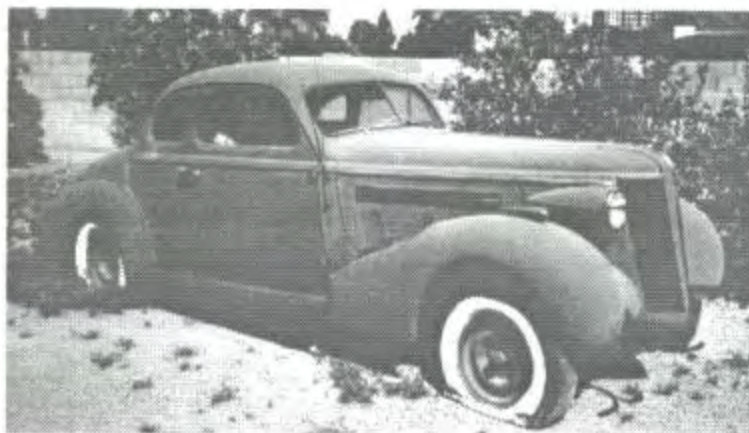
Received a letter from **Frank Wrenick** (#25) regarding **David Bylsma's** (#117) "How I

solved my Vibration Problem" article in a recent issue. David suggested that Special owners would benefit from changing their stock 4.4 rear end to a 3.4 ratio by using a '55 Roadmaster rear end.



Frank says he changed his Special to 3.9 ratio from a 1937 or 1938 Century. He found normal

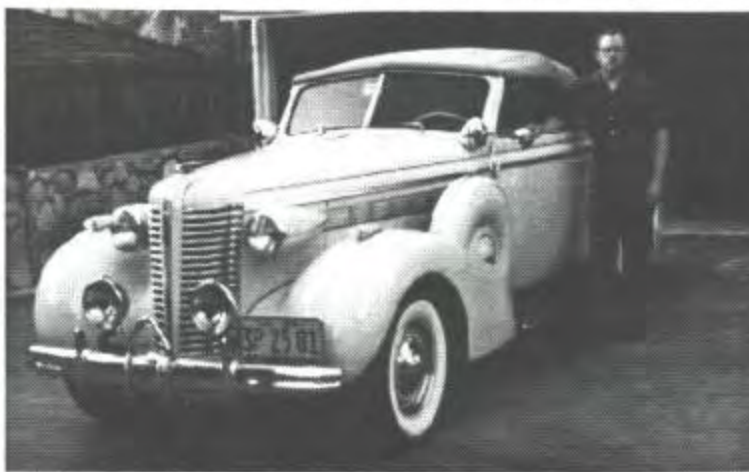
level driving and cruising to be improved as engine rpm's were reduced. However, there is no free lunch. In hilly driving the car has lost its outstanding mountain goat ability Frank so enjoyed. With the



3.9 rear, the car will climb reasonably well although he has to often drop down into 2nd gear. Frank thinks that going to 3.4 might be too low

for the Special engine to perform adequately on hilly roads. He thinks an original 4.4 rear with an overdrive would be the best of all worlds in a 1938 Special.

At left is **Gary Glazier** (#1005) and his beige '38



Century Convertible Coupe Model 66C. A few years ago, this car was raffled off by the Long's Drug Store Chain in California. I remember my

son running in to tell me the news. It was won by a retired man who sold it shortly after he won it. It was sent to our club founder **Dave Lewis** (#237) for some work before returning to California. Then Gary purchased the car and has been enjoying the automobile ever since.

Here's **Peter Breitenstein** (#989) who lives in Namibia, Africa and recently purchased this 1938 Limited. In the photo (above top) it shows Peter with "The Monster" (his name for the car) when he took delivery on the Namibian/South African border.

Peter was surprised how much bigger the Limited is compared to his Century Sedan Model 61. It looks absolutely small when comparing it to "The Monster."

Peter has taken a good look at the front suspension and found that it looks very original, as if it had been factory installed. But according to the information he has, it is definitely a 1936 suspension. Also the steering box looks like a '36. Could it be that because it has right hand drive Buick used '36 components for this car? It would be interesting if one of our members could shed some light on this mystery.

Derek Hodgett (#690) in Nottingham, England writes: "We look forward to receiving the **Torque Tube**. My wife Kate gets as much enjoyment out of it as I do. She takes great interest in all of the articles, but she hasn't come up with any practical ideas on how to up grade the rear end gear ratio on our '37 Limited." (Article on page 13)

New member **Fred Graybeal, Jr.** (#1124) from Ft. Worth, Texas owns a 1938 Special Business Coupe Model 46 with the Semi-Automatic



Transmission that was once owned by Harrah's Auto Collection out in Reno, Nevada. This "New" transmission was offered by Buick only in 1938 and only on Specials. Very few of these have survived.

Fred's car was featured in Jan-Feb, 1974 issue of Special Interest Auto magazine. He recently purchased a spare motor and semiautomatic transmission from

Dave Tacheny (#997). Welcome to the Club Fred.

1937 (left) and 1938 Buick car Heaters were painted wrinkle finish dark brown. So were the radios and auxiliary radio speaker. The **Eastwood Company** (1-800-345-



1178) sells a **Brown Wrinkle Finish Paint Part No. 1228 Z (\$6.95)** in an aerosol can which is a very close match to the original color.

You have to apply two heavy coats applied approximately 3 minutes apart to get the wrinkle finish. You also need to apply the paint when the aerosol can is between 70° to 90°F (21° to 32°C) or you may get a dark brown finish without the wrinkle effect.

If you have a defroster, the defroster motor that mounts on top of the heater should be dark brown without the wrinkle finish. Use one instead of two coats of the Eastwood paint to get a brown non-wrinkle finish. Thanks to **Thom Schuttish** (#006) for this tip.

Gene McCoy (#573) says he "always

looks forward to the next issue and he is never disappointed with it's contents." Don Bianchi (#670) says "I love the magazine with all the interesting articles. Keep up the good work." Thanks Gene and Don. **Dug Waggoner** (#10), our Art Director who styles this magazine and I appreciate your compliments.

This photo of Warren Webster sitting on the running board of a '37 Buick is from the book: **An American Biography:**

An Industrialist Remembers the Twentieth Century. The biography of Warren Webster is brimming with details of family life in the first half of the century. The author, Pat McNees, brings the Webster's to life with affection and care. It is a story that will resonate for any reader. Thanks to **Frank Wrenick** (#25) for sharing this with us.

On page 5 of the September/October 1994

Torque Tube, **Joe Giordano** (#333) says the reason it's hard to fit inflated modern tires in the sidemount covers and in the trunk's spare tire compartment is because they have a rounded profile instead of flat sides. Before '48, tires had a straight profile. The '37 and '38 Shop manuals state: "The tires on all models are low pressure balloon type, **straight side** cord tires."

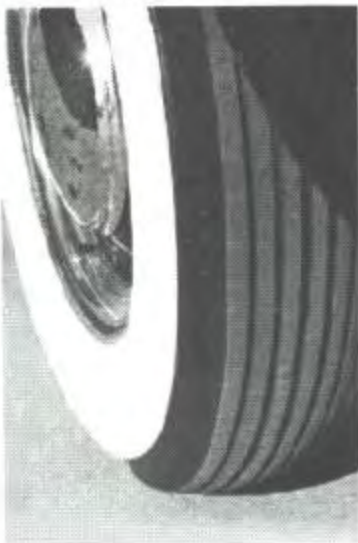
Recently, I came across an old U.S. Royal blackwall 700:15 4 ply rayon tire and compared

it to a modern Firestone 700:15 4 ply rayon tire. With both tires inflated to 32 pounds, the modern Firestone was 1/2 inch (1.27 cm) wider.



When installed on a sidemounted car with it's original paint, you can see the wider tire with 32 psi inflation causes the sidemount cover to bulge out, exposing the unpainted part of the cover. That's why many members do not inflate their sidemount tires.

Speaking of tires, this is what a Denman tire tread looks like (middle right). Many members have reported handling problems with Denman tires. Most



members, I've talked to, prefer Firestone or Goodyear tires for more control.

Bill Whyte (#968) in Scotland sent this picture (bottom photo) of a 1938 Buick Special coupe from a British magazine article. It has the clamp-on type of mirror that goes

on cars with *uncovered* sidemounted tires. This is the first time I've seen one of these on a covered sidemount!



This '38 Special Convertible Coupe Model 46C (top of page 6) belongs to new member **Stanley Barraclough** (#1113) who lives on the Isle of Man. Hopefully the **Torque Tube** will help provide Stanley with information and parts to restore his car.

Arthur Sommers (#464) in Brick, New Jersey owns a 1938 Special Convertible Coupe

Model 46C. Arthur also owns the "Casablanca Buick", the brown 1940 Limited Convertible Sedan Model 81C that appears at the end of the '40s classic movie "Casablanca". It brings Humphrey Bogart and Ingrid Bergman to the airport where they say their final good-byes. A photo and story of this car is in *Torque Tube* Vol. VIII, No. 4, January, 1990.

CNN Headline News did a segment recently about the Christy's Auction of movie memorabilia in New York City. One of the items shown on TV was this brown Buick. One of our members told me it sold at auction for \$211,000!

Paul Clark (#774) in Troy, Michigan says that he's sold his '37 Special 4 Door Sedan Model 41 to new member **Don Sutherland** (#1122). Don is restoring it far beyond what he could do at this time. Paul will continue as a member of the club and hopes to buy another '37 or '38 Buick in a few years.

A member reports that a trick used in the

old days to help a car run cool was to dangle a canvas evaporative type water bag in front of the radiator. These water bags are usually seen hanging from the front bumper. Does anyone know if you can still buy these water bags?

Cars & Parts magazine is doing a series on the History of Buick. The August issue covers the 1937-1941 years.

There are quite a few photos of '37 Buicks taken from the sales brochure. There are also several '38 ads and a photo of the Y-job concept car.

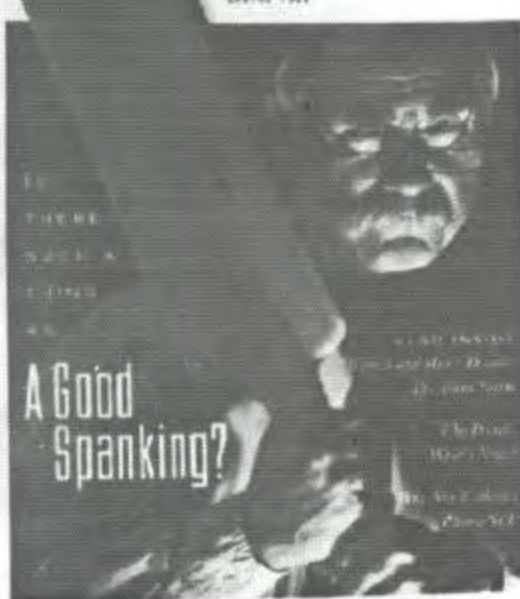
Loren Matley (#46) is restoring a 1937 Special Convertible Coupe Model 46C. He needed but could not find a source for the three top latch assemblies. These three latches hold the front of the top to the car. Loren has had several sets made. Contact Loren at (206) 254-1944 if you're interested. They are used on '37 and '38 Buicks and probably on other GM convertibles as well.

Loren works in the automotive paint in-



SANTA CLARA

MAGAZINE
VOLUME 10
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dustry. He says a local Packard collector is having his Clark Gable/Murphy bodied roadster refinished in nitrocellulose lacquer and cannot get the painter to consider anything else. The painter insists that he has used nitrocellulose lacquer for decades and gets the best results using it.

New paint technology is in his mind "dangerous, costly, and not nearly as beautiful as lacquer." The bewildered owner wanted a urethane finish after two poor attempts spraying the correct nitrocellulose color. His pleading was to no avail, the painter would not bend on the issue and so this lovely, rare Packard will get casket paint as the final phase of an otherwise great restoration.

That motivated Loren to write the article on pages 20 & 21 so our members will be better informed before making a decision on the type of exterior paint to use.

Craig Allen (#746) in Florida purchased this '37 2 Door Sedan Model 48 parts car (bottom of page 6) in Flint, Michigan for \$250. He spent more on gas than he paid for the car! The car is parted out now but it had all the goodies he needed for his '37 Special Convertible Coupe Model 46C. Craig also owns a '36 Century Sedan and two '38 Specials, a Business Coupe

Collectible AUTOMOBILE

1966-67 Dodge Coronet: "Rebellion on Wheels"

1950-52 Buick: American Icon • 1937-38 Ford: Forgotten Flatheads
1952 Studebaker: Celebrating a Centennial



Model 46 and a 4 Door Sedan Model 41.

Our Art Director **Dug Waggoner** (#10) is a pretty popular guy on magazine covers lately. That's Dug holding a paddle and striking a mean pose (totally unlike him in real life) on the cover of the Santa Clara (University) Magazine while his maroon '51 Special Convertible Coupe Model 56C graces the cover of the August, 1995 issue of "Collectible Automobile."

In a letter to Old Cars Weekly, a writer made an interesting comment about Car Shows. He felt that too often car collectors get so wrapped up in winning awards that they overlook the fact **that their car is their trophy.**

In the 2 1/2 years that Dug Waggoner and I have been producing this magazine, we have received many words of encouragement. We want to thank all of you for these, they really help. If we never receive any feedback we don't feel like we've done the job of keeping the membership well informed. And a Special Thanks to **Andy Diem** (#852) for the many kind messages he constantly sends us.

Harry

COVER CARS

World War II ended fifty years ago. Our cover commemorates the end of the war with a photo of Corporal Mike Bredile, one of the G.I.'s that helped win the Victory. He is shown with his father's 1938 Buick. This photo was taken May 10, 1942 in his hometown, Patchogue, Long Island, New York.

Corporal Bredile was a platoon leader (*note the whistle*). He was also a good marksman judging by his medals. He does not have any ribbons yet as America was only in W.W.II for 5 months at this time.

Corporal Bredile later served in the Pacific, survived the war, worked as a bakery truck driver and died in 1973. He was the Godfather of **Tom Gentile** (#130) of Waterbury, CT. Thanks Tom for sharing this photo with the members. (*Ed: Note the black "8" in the bumper badge*).

Displayed on our back cover is a 1937 McLaughlin Buick Limited made in Canada and shipped to England. Read the story on page 13 of a restoration by **Derek** and **Kate Hodgett** (#690) in Nottingham, England.

1937-1938 EASTERN MEET IS HISTORY

(By Karl & Dorothy Anderson #47)

The 1995 Eastern Meet was held on August 10 through 12 at Winchester, Virginia. There were six 1937, six 1938, one 1936, one 1953 and seven modern cars participating. Nineteen members attended with their families, totaling thirty eight people altogether.

We had a very enjoyable tour on Friday through the Shenandoah Valley, stopping in Strasburg, Virginia for a look through the "Emporium", an antique/flea market, the local museum and a delightful lunch at the venerable 100 year old Strasburg Hotel.

We then crossed the Massahutten Range and entered the Skyline Drive area

of the Blue Ridge Mountains for a 30 mile drive along the crest of the mountains.

Our weather was cooperative, hot but dry. On Saturday we toured a 170 year old estate in beautiful Clarke County, VA. We then meandered through some back roads and along the Shenandoah River, ending up with a picnic lunch at the hosts home. Saturday's closing dinner was at the historic Old Post Office in Winchester.

Karl and Dorothy Anderson, the hosts for this event, wish to thank all who attended and brought their automobiles. Their participation made it a truly enjoyable event. We all look forward to the 1996 Eastern Tour, wherever that may be.

1937-1938 WEST COAST MEET & TOUR

September 22, 23 & 24

By Harry Logan (#651)

Come join us for the '37-'38 Buick Club West Coast Meet. It will be held in the Monterey Peninsula/Santa Cruz Mountains area on Friday Sept. 22, Saturday Sept. 23 and Sunday Sept. 24. *And if you have a C.B. Radio, please bring it.*



Friday September 22: We will be staying at the Olympia Motor Lodge, in Pacific Grove (See map above). We have reserved 15 rooms until mid-August, so make reservation now. Call (408) 373-2777. Rates run from \$48 to \$94 plus tax.

Saturday September 23: After breakfast at one of the many restaurants in the area, we'll check out of the Olympia and begin our tour at 10 am. We'll tour along the scenic 17 Mile Drive and Pebble Beach, up Ocean Avenue in Carmel with a stop at the Carmel Mission. Then we'll drive by the Carmel River and the winding ocean road back to Ocean Avenue. We'll catch Highway One and head towards Capitola and Santa Cruz.

Lunch will be in Capitola, followed by a visit to Santa Cruz with a stop at Natural Bridges State Beach. We'll then head up Highway 9 to the Econo Lodge in Ben Lomond. It's located just a short distance from club member **Saul and Taffy Hoffman's** (#666) home.

We have reserved 15 rooms until mid-August at the Econo Lodge for Saturday night September 23. Call (408) 336-2292 to make your reservation. Their rates are \$62 for a room

with one bed, \$68 for a room with two beds, \$72 for a room with a double, king or queen bed. All room rates plus tax.

After resting, we'll all head over to the Hoffman's at 6 pm for a barbecue and a look at his car collection. Saul and Taffy have a beautiful home nestled in the tall Redwoods with a stream running through their property.

Dinner will be either vegetarian or meat Sloppy Joe's, salad, fruit, dessert, beer and soft drinks. The cost is \$10 per person. Send your checks with your choice of meat or veggie Sloppy Joes made out to the 1937-1938 Buick Club, 1005 Rilma Lane, Los Altos, CA. 94022. Thanks.

SUNDAY SEPTEMBER 24: After breakfast, we'll drive over to the Roaring Camp Railroad. We'll walk through Roaring Camp to Henry Cowell State Park which is next door and take a self-guided walking tour through the Giant Redwoods, the oldest living things on earth!

We'll walk back to Roaring Camp and watch the steam trains. Those who wish may purchase tickets and go for an hour's ride. Others may wish to just watch for a while then head home.

Act now if you plan to go. 15 rooms are being held for club members until mid-August. Make your own motel reservations by calling:

• **Friday September 22**

The Olympia Motor Lodge

1140 Lighthouse Avenue - Pacific Grove.

(408) 373-2777

• **Saturday September 23**

The Econo Lodge

9733 Highway 9 - Ben Lomond.

(408) 336-2292

Send a check made out to the **'37-'38 Buick Club** for \$10 per person for the barbeque along with the following information to:

1937-1938 Buick Club

West Coast Meet & Tour

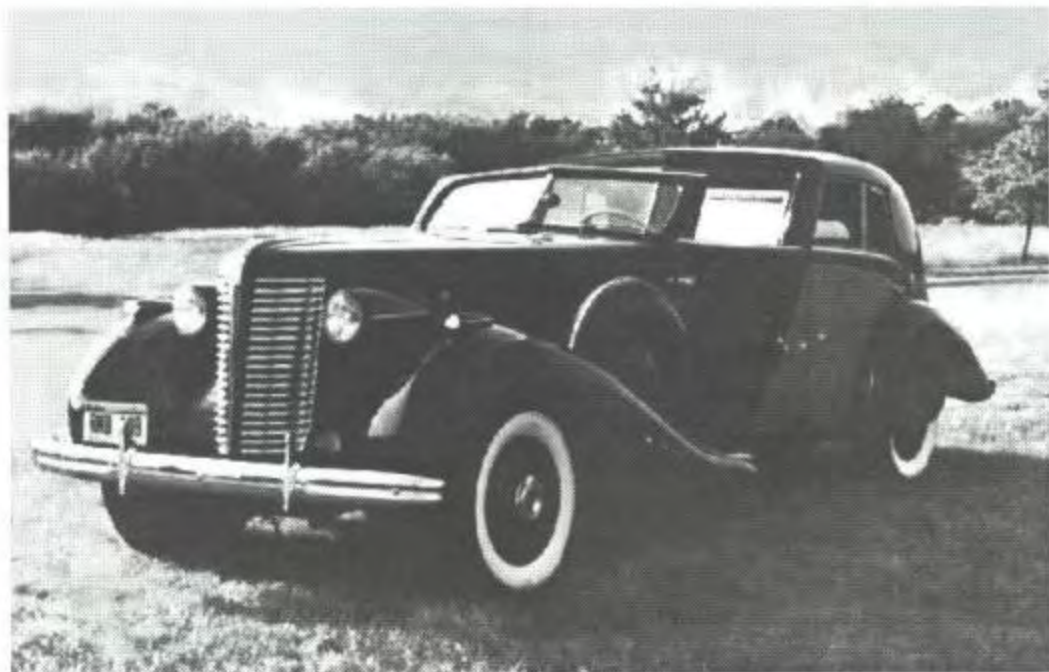
1005 Rilma Lane

Los Altos, CA. 94022

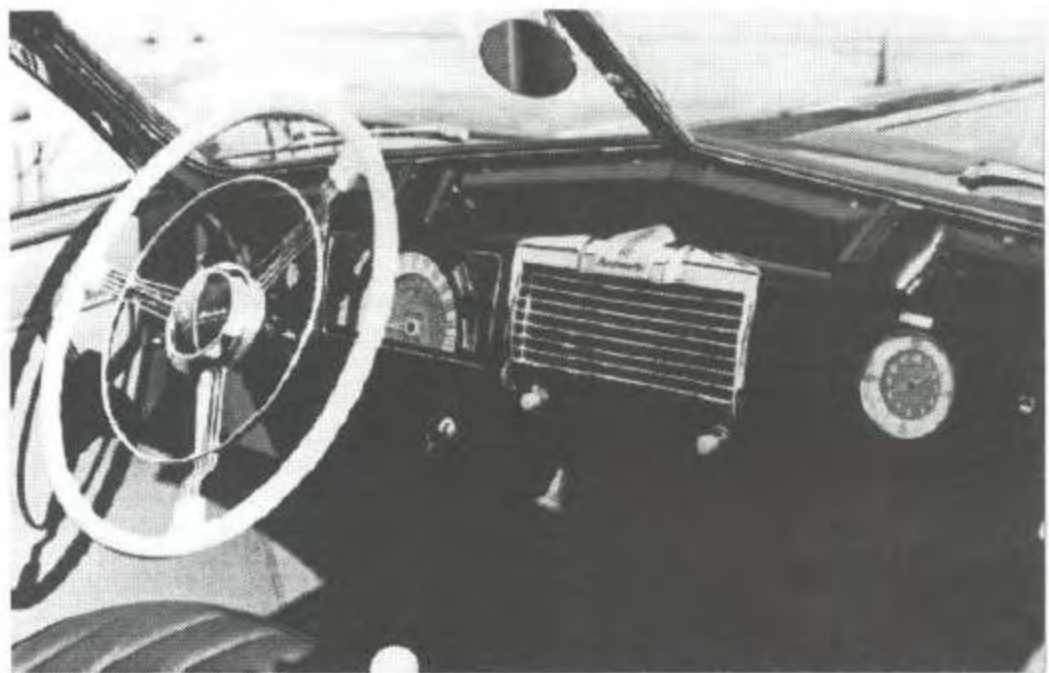
1937-38 BUICK CLUB WESTERN MEET & TOUR REGISTRATION

Name _____ Number of people _____
 Street _____ Car (Year & Model) _____
 City & State _____ Phone No. _____
 Dinner Choice: Meat _____ Vegetable _____

'37 & '38 BUICKS SEEN AT THE

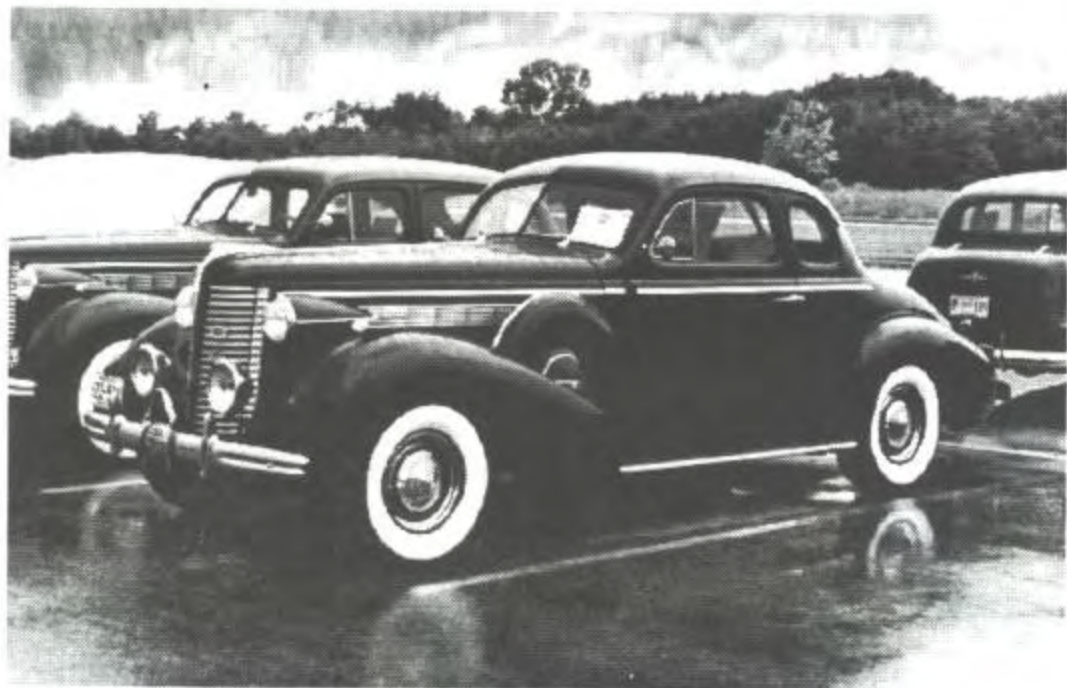


This dark blue 1938 Roadmaster Opera Brougham belongs to Ray Warshawski of Chicago, Illinois. Ray owns many classic cars and is president of the J.C. Whitney Co. The custom coachwork on this car is by Fernandez & Darrin of Paris, France. The car was displayed at the 1938 Paris Auto Show.



The dashboard, ash trays and instrument panel are painted dark blue, to match the exterior. Notice the two windshield wiper motors above the dashboard. The glove box door has a plastic handle and a lock. **George Peska** (#68) kept the car in his garage for several days before the meet. George was also the custodian of the car at the meet. No wonder he had such a big smile on his face.

BCA NATIONALS IN CHICAGO



This black 1938 Century Sport Coupe Model 66S with Opera Seats belongs to **Virgil Siewert** (#1131) of Red Wing, Minnesota. Virgil joined the Club at the Meet. He also owns a '38 Special Sedan Model 41 and '37 Roadmaster Formal Sedan Model 81F. *Welcome to the Club Virgil.*



Oneil Cantey (#845) of Indianapolis, Indiana owns this beautiful Windsor (light) gray 1937 Century Sedan Model 61 with sidemounts. Buick made almost 21,000 Model 61's. 27 of our members own this model.

Buick Historian **Terry Dunham** (BCA #217) wrote an interesting article called "Crunching The Buick Numbers" in the July, 1995 Buick Bugle. Terry wrote that Cadillac managed to keep their old records and for \$35 you can get the "Build Sheet" on your Cadillac. They contain information such as what dealer originally sold the car, the date the car was produced etc. Most owners would love to have this information on their cars. Especially our club members.

But unfortunately Buick no longer has production information on file for cars produced prior to 1970. This "Car Packing Slip" (top photo) was shown in the article and belongs to **Lewis Jenkins** (#1085). It is for a 1937 Special Sport Coupe with Opera Seats Model 46S. Buick made just over 5,000 of these.

This car tag shows it was ordered in Buffalo, New York. The car had plain fenders (Five Wheel Equipment), a Special Ivory colored banjo steering wheel instead of the 3 spoke hard rubber wheel, a radio, heater and whitewalls. The body color was black (Paint No. 500) with Taupe Mohair Upholstery (Trim No. 301). The Motor Number was 4-3217045 and the Frame Number was 3113808. The car was finished 3/30/37.

Terry thought the 37-46S tag was the only 1930's Buick Car Packing Slip known to exist. By chance I came across this 1938 one in my files (bottom photo). The name was changed from Car Packing Slip, Form 1530-D-2 to Car Production Tag,

BUICK CAR PRODUCTION TAGS

Harry Logan (#651)

Model 46C's. It's tan body color was Cezanne Beige, a late 1938 color (Paint No. 525) with Red Leather Upholstery (Trim No. 449). It was finished on 6/15/38, just 9 days after it was ordered!

Form 1530-D-4 which I presume means the fourth revision. The car was ordered from a dealer in Buffalo, New York on 6/6/38, a little over a year later.

It was for a '38 Special Convertible Coupe Model 46C with plain fenders and a black top. Buick made almost 2,500

The Motor Number was 4-3549670 and the Frame Number was 1-3378255 (a Flint assembled car). Under Additional Equipment it had Group, the Special ivory colored banjo style steering wheel, a radio and whitewall tires.

Group meant a group of accessories, in this case a Watch (Glove box clock), Chrome wheel rings and License plate frames. The cost was \$20 for 5 wheel jobs (plain fenders and a spare tire), \$22 for 6 wheel jobs (sidemounted spares).

The typed information was done at the local sales office based upon the customer's input. The hand written portion was done by production people at the Flint assembly plant. I'm not sure what WARSAW 614 929 means. There is a town in New York called WARSAW.

Was it a railroad terminal in the 1930's? Is it a dealer code? Both tags have WARSAW numbers.

Please write me if you have any information on this subject or have a copy of these tags. Thanks. Does any member own one of these cars?

CAR PACKING SLIP—24 COPY				BUICK MOTOR DIVISION				P. S. No. 10321	
DEALER	DATE	MOTOR NO.	DATE FIN.	FRAME NO.					
BUFFALO	3-19-37	432 17045	33039	3113 808					
WARSAW	261 931								
MODEL	BODY COLOR & TRIM	WHEEL NO.	WAX NO.						
37-46-S	500-301	1522	8878						
WHEEL EQUIPMENT		SPECIAL EQUIPMENT		ADDITIONAL EQUIPMENT					
FIVE		BLACK		SPEC. WHEEL H 1 HEATER R 4 RADIO					
R. L. NO.		PAID TO		SHIPPED TO					
CAR SERIAL AND NUMBER		BACK ORDER							
FORM 1530-D-2		10-2		CBA 42					

CAR PRODUCTION TAG—24 COPY				BUICK MOTOR DIVISION				P. S. No. 118714	
DEALER	DATE	MOTOR NO.	DATE FIN.	FRAME NO.					
BUFFALO	6/6/38	435+9670	1337525						
WARSAW	614 929								
MODEL	BODY COLOR & TRIM	WHEEL NO.	WAX NO.						
38-46-C	525-449	675-37	24-T	8321					
WHEEL EQUIPMENT		HEATER		ADDITIONAL EQUIPMENT					
FIVE-2		DEAFSTER		GROUP					
SPECIAL EQUIPMENT				SP. STD. WH					
				O. B. CLNR					
				RADIO					
				SP. TIRE					
				S. S. TRANS					
				R. C. CLOCK					
R. L. NO.		PAID TO		SHIPPED TO					
CAR SERIAL AND NUMBER		BACK ORDER							
FORM 1530-D-4				-6 CP					

RESTORING OUR '37 LIMITED

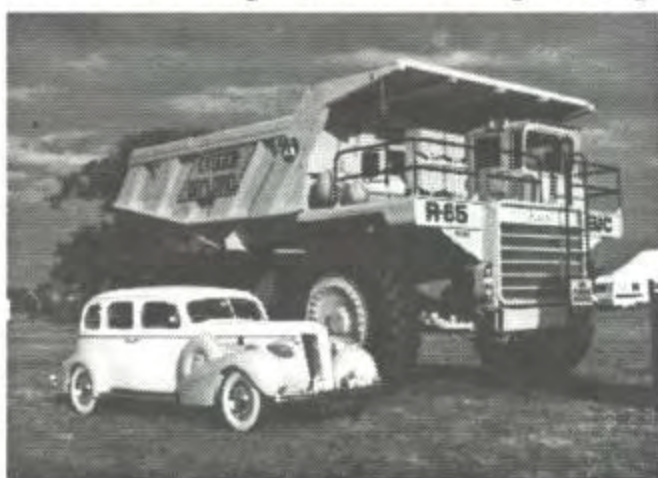
By Derek & Kate Hodgett (#690) in Nottingham, England

We've had our McLaughlin Buick Limited Model 37-91 for six years now. It took us three years to do a complete body off restoration.

We found lots of body rot and wood deterioration. And the engine and pistons were seized solid. But the crank and block cleaned up without grinding and boring too deeply. It's now running well with good oil pressure and no problems in overheating.

Kate helped me at nearly every stage in the restoration. This photo was taken just before the body drop. My brother drove from 200 miles (320 km) away to help in our restoration.

We've run it the past two summers and we feel most of the bugs are out. We've taken some long runs and have built up our confidence in the car, so much so, that we are seriously considering fit-



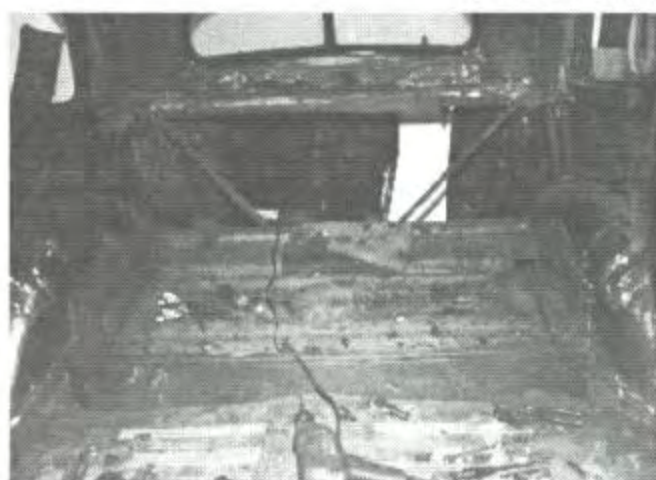
ting a tow bar so that we can tow our caravan (trailer) to the vintage car meets.

But before we do this, we have to replace the head cloth (headliner) again! Something has been eating holes in it during the winter "lay up". Renewing the head cloth is not our favorite job. We have

had a very cold winter and are looking forward to a good summer with the car.

We often come to the States for Holidays,

but mostly on the West Coast. The last time we were there, we called on Bob's Automobilia out in Atascadero, California. We stayed for a couple of hours swapping stories and ideas, and we bought a few pieces. (ED. Derek & Kate. Please stop for a visit if you come to the San Francisco Area. I



spent a delightful year in England working on radar for the RAF back in 1960).





Technical PROBLEM

HORN SHOCK

By Dave Paulisin (#704)

I was driving my 1937 Roadmaster Convertible Sedan Model 80C on a very hot Michigan summer day with the top down and my left arm resting on the driver's chrome window molding. I pushed down on the horn button with my right hand, holding the steering wheel with my left hand. I received a mild shock which flowed up my right arm to my left elbow touching the hot chrome molding. The horns sounded muted. I tried the same thing again except I did not touch the molding with my sweaty elbow. Result: no shock and both of the horns sounded as loud as normal.

I felt that the cause was a bad ground. I cleaned the paint from the firewall horn relay mount to bare metal. I placed dielectric grease on the bare metal, screws and relay mount flanges. Still horn shock when I repeated the previous conditions touching the chrome molding with my elbow.

I tried a new horn relay, placed a battery jumper cable connecting both ends to the steering mast and the other two ends to the car's frame. Results: still a shock. I connected a 12 gauge wire from a steering box bolt to a bolt freshly mounted through the frame.

Result: still shocking!

I have a good insulator ring at the

steering wheel horn button and the lower horn steering mast connector brush is very clean.

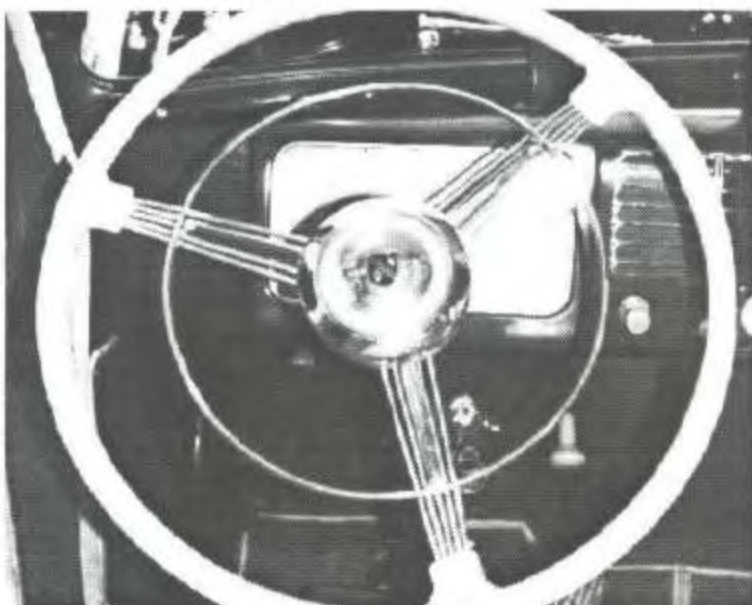
I only get the shock if my left elbow touches the molding and my right hand pushes down on the horn button's Buick metal coat of arms. This cloisonné has been restored to show quality. I have a new plastic horn button ring. Interestingly enough the outer chrome horn ring works without any shocks when the left

elbow is touching the molding.

I feel that, somewhere in the system, I have a bad ground and that given the right conditions, I make a better ground than the horns, allowing the electricity to flow through my body instead of the car's metal. I thought about

painting the inside of the horn center cloisonné with a liquid rubber paint which is applied to tool handles. I'm concerned about breaking the horn button medallion. I'm not sure this would work. The beige plastic horn button ring covers the inside of the Buick horn metal cloisonné except where the metal tabs attach the medallion to the center plastic disk.

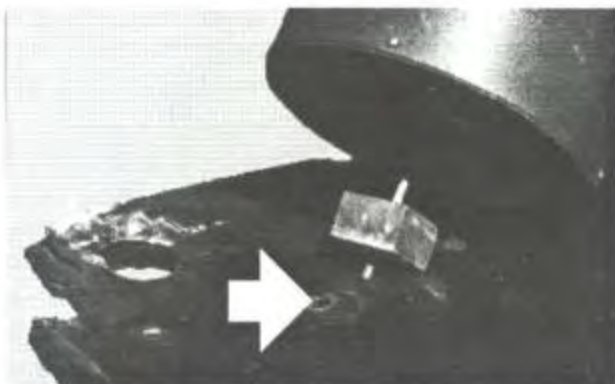
Could these tabs touching the inner brass horn ring cause a shock? Maybe one of our members has had a similar experience? (ED: Please write if you have any ideas on what's causing Dave's shocking problem.)



THE CASE OF THE MYSTERIOUS EXTRA FIREWALL HOLE

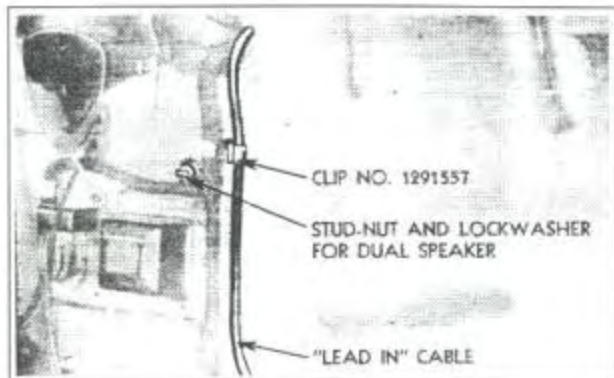
By Harry Logan (#651)

Technical TIPS

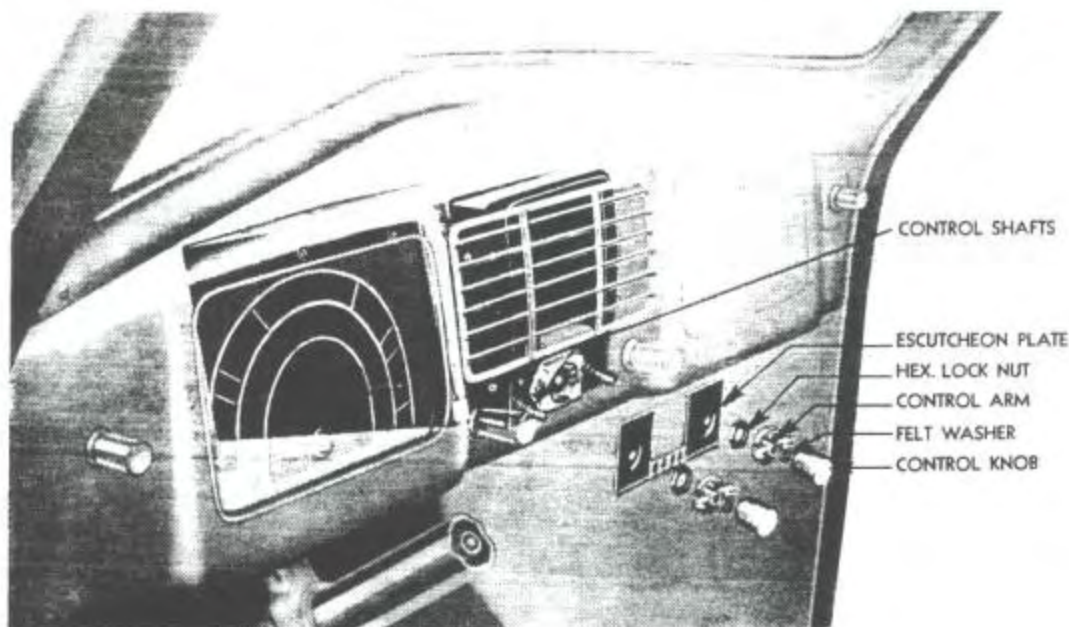


This photo above is of an original 1938 firewall pad showing an unused hole in the pad on the drivers side. Every original and repro pad I've observed has this hole. You can also see this hole in the firewall when you raise the left side of the hood. It's just above the voltage regulator. I always wondered what this hole was for.

The answer, it's for attaching the accessory Dual Radio Speaker. The speaker is attached with a long bolt through a small wooden block to the firewall. The wooden block holds the speaker about 1.5" away from the firewall pad.



Incidentally, when you install a 1937 radio, you'll also need to obtain a "U" shaped escutcheon plate that surrounds the square radio dial (see photo below). Use it together with the bottom curved half of the two piece blanking plate that came with '37 Buicks ordered without a radio. '38 Buicks do not use any dash mounted cover plates, but you will need the chromed BASS-TREBLE tone control behind the volume knob and the LOCAL-DISTANCE control behind the tuning knob. These are often missing when you buy a radio and are very hard to find.





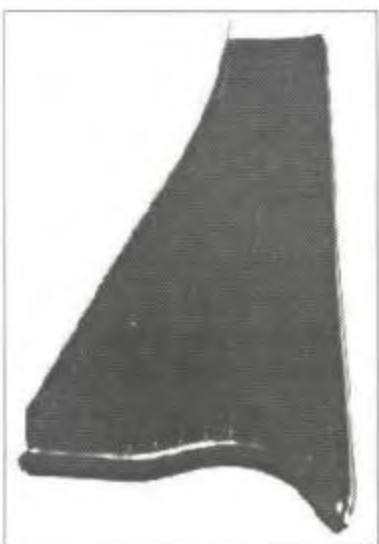
Technical SOLUTION

MAKING YOUR OWN RUNNING BOARDS

By Lou Wildt (#245)

My '37 Century Model 61 was in dire need of running boards, but I could not locate any cores. So I made a pair. They appear to be original except for the chrome apron on the back side. At our local BCA Chapter meeting, one of the members asked where I got the new running boards!

They were made using 2" x 12" lumber cut and formed to resemble the original. The piece of the 2 x 12 cut from the narrower rear of the running board was spliced to the front end to get the width needed. The ribs are screen door molding trimmed to a point and applied to the 2 x 12 with liquid nail and finishing nails. They are evenly spaced 1/2" apart. I then applied tinted epoxy resin to give hardness to the soft wood and to allow the

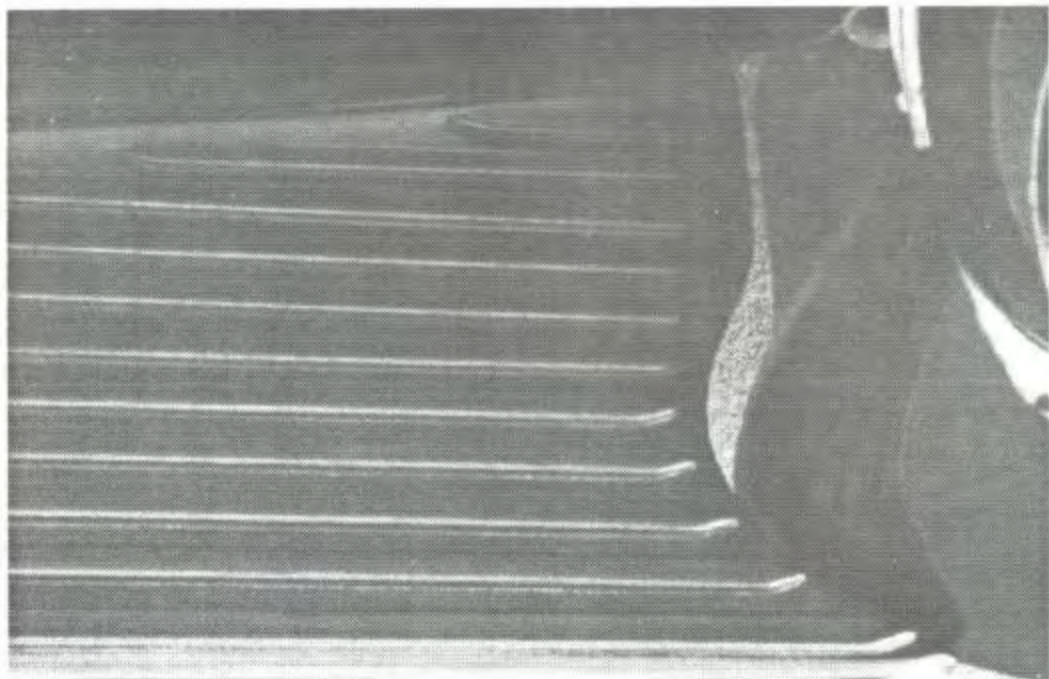


resin to flow into the voids between the molding and the 2 x 12 to give a one piece molded look. A semi-dull black paint was used to give the appearance of rubber.

The back panel is a piece of chrome G.M. molding for which I fabricated mounting brackets. One is visible in the top photo. To attach the running board molding, I drilled 1 1/2" holes on the underside of the running board at each mounting clip to have access to the clip bolt so that a nut could be applied to the clip to hold the trim.

The screen door molding is a slightly wider than the original ribs, resulting in 11 instead of 14 ribs.

I have less than \$50 invested, not counting the repro molding, in a pair of running boards that look new and original to the casual viewer.



MAKING YOUR OWN FLOOR MATS

By Wayne Yonce (#1034)

Technical SOLUTION



Reproduction front floor mats for our '37/'38 Buicks are available but rubber mats for the area behind the seat in coupes or the trunk or rumble seats are not. Here is my solution.

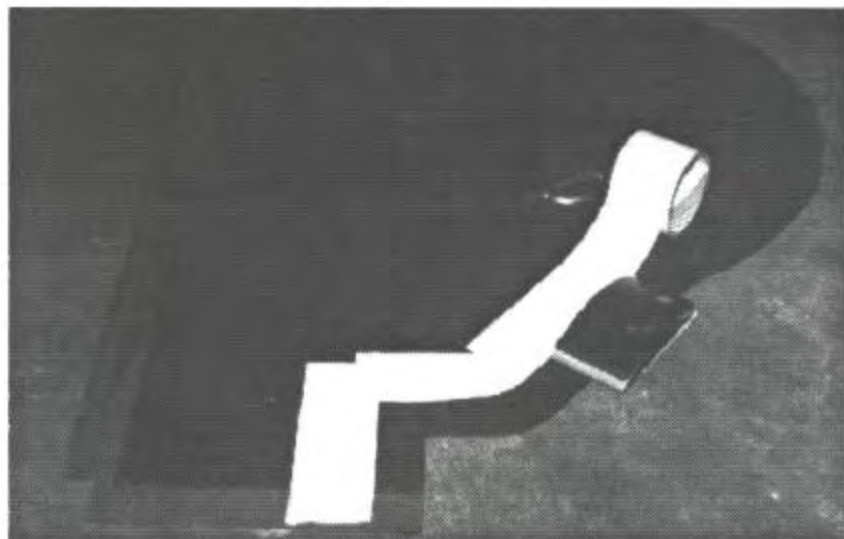
This is what an original tan colored trunk mat looks like. It is in the trunk of an unrestored 1937 Special Business Coupe. It even has the part number A98532 molded into the rubber. Note the correct placement of the rear bumper gravel guard below the bumper brackets with the flat side up.

Rather than installing carpeting, which is not correct, passable mats can be made from stair tread material. This is available from floor covering stores in brown or black. The trick is to remove the raised ribs from the edges to form a border like the original mats.

The method I used was to put down masking or duct tape as a guide for a sanding block. I started out with a

coarse paper and worked down to fine. For the finishing touch I used wood stain on the exposed raw rubber in the border area.

(Ed. Club members might have some other ideas now that they have read this good solution. It all depends on what materials are available in their area).

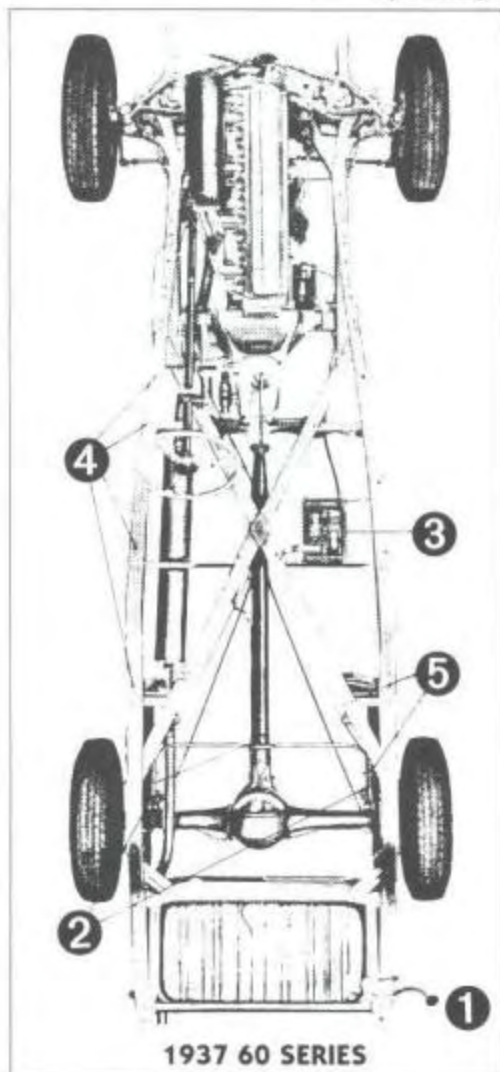




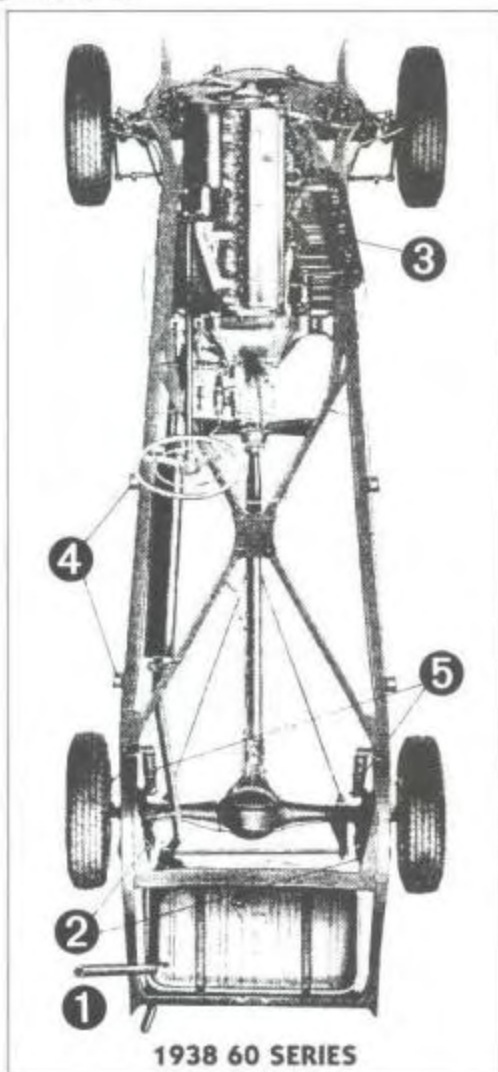
Technical TIPS

HERE ARE SOME DIFFERENCES BETWEEN OUR '37 & '38 BUICKS

By Harry Logan (#651)



1937 60 SERIES



1938 60 SERIES

These diagrams are of '37 and '38 Century chassis illustrating some of the difference between the two model years. Some differences are:

- ❶ Gas tank filler mounts on right side for the '37 and on left side of '38
- ❷ Leaf rear springs on '37 and coil rear springs on '38

- ❸ Battery mounted under passenger seat on '37 and under the hood on '38
- ❹ The body bolts through the side rails on the '37, and the '38 body bolts through brackets attached to the side rails
- ❺ The '37 has lever type rear shocks and the '38 has tubular rear shocks

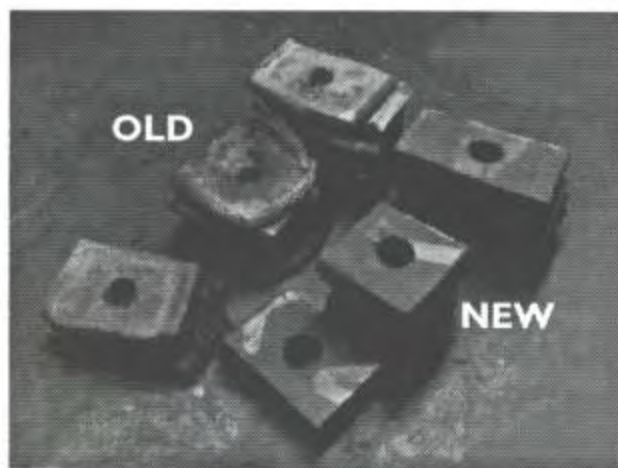


Note (above) there are 2 angle brackets on each '38 side rail to attach a closed body (*coupe or sedan*) to the frame.

If an open body were installed, then the frame would be thicker than on a closed car. All '38 open car's side rails were 3/64" (1.2 mm) thicker. All '38 open car's center cross member's were 3/32" (2.4mm) thicker. See page 50 of the 1938 Shop Manual.

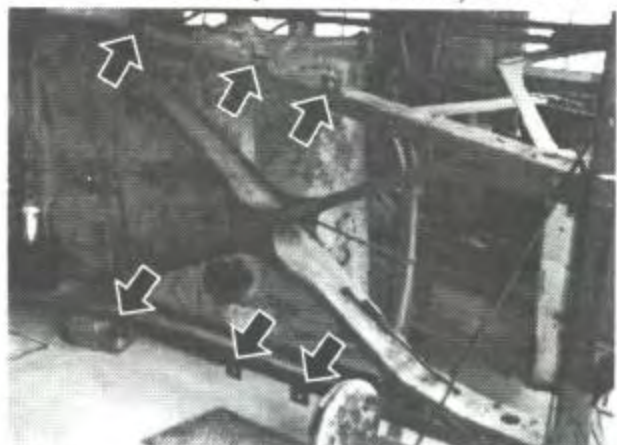
The body is insulated from the frame on closed cars by rubber pads (above right). The upper ones are old pads, the bottom ones new. Open cars used a hard fiber instead of softer type rubber mounting pads.

If you look carefully at a closed car's frame then an open car's frame, you'll see the difference. You'll also see that '38 open cars have three instead of two angle brackets on each side rail

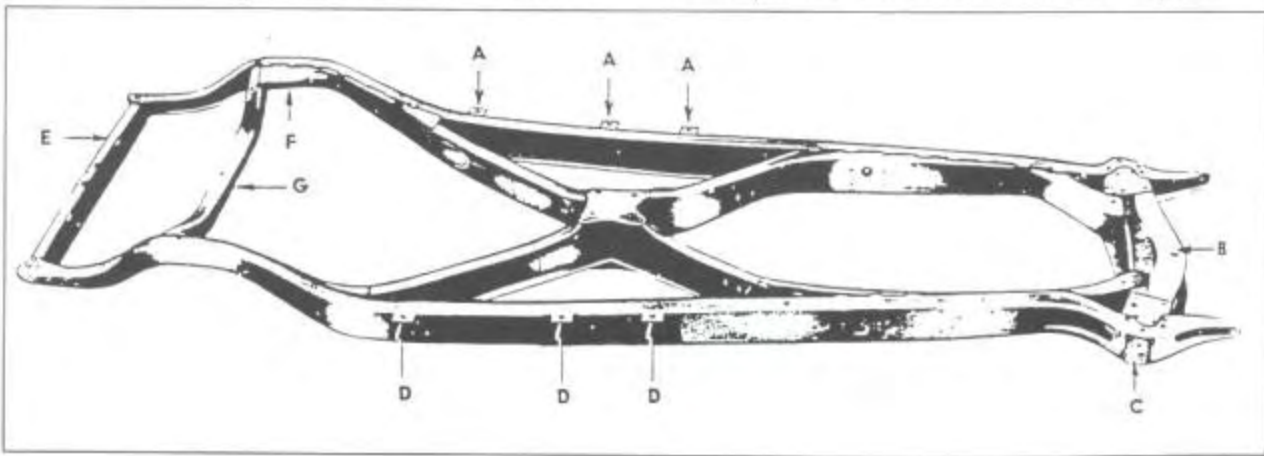


to mount the body. Note (middle photo) 3 brackets on the side rails of **Bill Denney's** (#863)'38 Century Convertible Sedan 60C chassis.

So check your '38 Century Convert-



ible Coupe or Convertible Sedan. If you see only two instead of three side brackets, then your open car was probably mounted on a closed car's chassis. This happens when people make a '38 Century Convertible Coupe or Convertible Sedan by mounting a '38 Special open body on a Century closed car chassis. Caveat Emptor!





Technical TIPS

By Lauren Matley (#47)

Nitrocellulose, Acrylic Lacquer, Enamel, Polyurethane's?

Here I go! This is a hot potato with a lot of old car restorers, but the fact is anyone that uses a nitrocellulose or acrylic lacquer on anything but interior parts or small touch-up repairs, is just not using good judgment. O.K., I said it, and now I'll defend it.

O.K.! WHAT'S LACQUER?

Nitrocellulose lacquer was the easiest, most forgiving, deep, lustrous, automotive finish available for several decades. Durable it wasn't. Nitrocellulose was developed in the early 20's and constant development improved it through the mid 50's. The ingredients are cotton treated with nitrite acid, natural gums and resins along with pigments and solvents.

New chemical breakthrough's brought about a revolutionary development in lacquer. **Acrylic resin.** This led to substituting acrylic lacquer over nitrocellulose lacquer by 1960.

This substitution of natural organic ingredients with modern, man made plastics, resins, and pigments, improved the hardness, color fastness, chalk resistance, and durability of lacquers, yet still retained its easy handling characteristics. By 1965 acrylic/alkyd resins and emerging isocyanate technology brought a host of new hybrid synthetic automotive paint products to market challenging acrylic lacquer.

You're invading my comfort zone!

My biggest argument against the use of lacquers for automotive exterior finishes is this: all that extensive research and development in lacquer technology (as it pertains to automotive finishes) virtually stopped by 1970! In fact, the only industries that continued to use any significant quantity of both nitrocellulose and acrylic lacquers were the furniture and casket manufac-

THE BIG TOPCOAT CONTROVERSY

turers. The primary reason automotive paint manufacturers kept promoting the use of lacquers after they became obsolete was the low mill cost and resulting high profit margin. Lacquers were always the profit leader for all automotive paint manufacturers.

Isn't it reasonable to assume then, that since research and development of lacquer products stopped in 1970, that the lacquers produced today are of lesser quality than those produced 25 years ago? Think about it. Why do I harbor such dislike for lacquers? On the contrary, I don't if they are used for the proper application. Like interior decorative finishes, small exterior paint repairs or small parts not subject to a lot of direct sunlight, heat, oils, gasoline etc.

The real problem with any lacquer is, we all like to use them. So easy to use, mistakes are easy to fix, it dries fast so we don't need a special "clean" spray area. It also rubs fast and easy to a beautiful gloss. But so do the new generation acrylic urethanes. It's a case of learning new technology and switching to products without all the drawbacks in long term durability and color/gloss retention.

So that's why I get all those little cracks and bubbles!

Lacquers cure by solvent evaporation, period! Thus they continue to shrink over time. The thickness of the lacquer film is the determining failure time line factor. Unlike lacquers, catalyzed acrylic enamels, polyurethane's and acrylic urethane cure chemically through the entire film by molecular cross-linking. Two other deficiencies plague lacquer, the resin softener or plasticiser in lacquers is slowly absorbed into the undercoat and/or is vaporized into the atmosphere as it ages. This puts the lacquer film under tension or stress.

This stress in the paint film ultimately leads to premature paint failure. This and temperature extremes cause lacquer to become hazy or dull. Ultraviolet radiation accelerates this deterioration and shows up as tiny film fractures or surface cracks. Lacquer can also fail in long surface breaks, splits, or checks. Failure can also be in the form of deep three pronged splits known as "crow footing."

The thermal plastic nature of lacquers can cause them to soften significantly in hot weather, leading to water spotting, staining by chemical fallout, plant sap, tree fruit or bird dropping. Then add the susceptibility of lacquers to pass water and water vapor through their film in prolonged high humidity conditions and the porous undercoat sucks up the moisture passed through the lacquer causing water blisters.

Why would you ever consider using lacquer products, including primer, on a restoration project that should have its very best and last quality paint job?

How come everybody thinks Lacquer is so great?

Tradition. Yes tradition. When anyone saw one of those fabulous custom paint jobs in the '50's and '60's, it was always described as a 25 coat, hand rubbed nitrocellulose lacquer job. Nitrocellulose was easy to apply, very forgiving in application, and very soft and thus easy to compound to a high gloss. In the case of acrylic lacquer, the same tradition was carried on. Only now it was just a little harder to duplicate that deep hand rubbed gloss of nitrocellulose.

Lacquers enabled almost any painter to apply, compound and polish lacquer to a beautiful high gloss finish. Stunning would describe those custom paint jobs. The potential problems were still there however. A great finish for show cars as long as it was compounded and polished on a regular basis, that is until it started to fail. And fail it would. Clear coating with lacquer containing new ultraviolet screeners reduced the failure rate, but only marginally. At some point in the life of lacquer, it will more than likely crack, haze, craze or blister. 5 years, 10 years or maybe 50 years, but it will almost always fail. Meanwhile

it's constantly moving, shrinking, dulling, chalking...all leading to Frustration!

Sounds good, but it's too technical. I can't make the change!

O.K., so you agree that lacquer is a poor product for anything put on the exterior of a car. Primer, topcoat or clear. What is the alternative that gives you the flexibility enjoyed all these years with lacquers? Try the new paint company Technical Schools located all around the country. Well trained factory technicians abound for the painter interested in finding out just how good, yet user friendly the new crop of automotive paint products are today. Everybody talks about how dangerous the new paints are and horror stories recited. Stories of health deterioration by anyone using these new "high tech" finishes, isocyanate hardeners etc, etc. Did you know all chemicals and solvents can be injurious to your health? That includes lacquer products too. Always use the proper protection when handling or spraying any paint product. That eliminates one argument against change. Then there is the slow dry/cure argument. New ultra fast accelerators, reducers and other performance additives along with a family of fast dry, isocyanate free products are available. This can give you a system that works better than any lacquer system in your current facilities. Be part of the future, it's here. Get in touch with a major paint manufacturer's field representative and see just how easy it is to step into the light. The education you will receive makes it seem like you have been painting in the dark ages.

Acrylic urethanes, polyurethane's, basecoat/clearcoats will make your paint jobs not only super durable, high gloss and lustrous, but also much easier to apply. You'll never worry about paint failures again. They are light years ahead of any lacquer product. Oh Yes, these new urethanes do compound and polish like butter, giving a luster you can brush your teeth in. Don't ever let anyone convince you that lacquers, especially nitrocellulose lacquers, are superior in any way to the fabulous paint chemistry available to you today. Let's keep the dinosaurs in the museum, not on our cars!

NEW Members

Donald Sutherland (#1122)
28021 Ryan
Warren, MI 48092
37-41

Thomas Krake (#1123)
9616 Strausser St., NW
Canal Fulton, OH 44614
37-66S

Frederick Graybeal Jr. (#1124)
3733 Hulen Park
Fort Worth, TX 76109
38-46
w/Semi-Automatic Transmission

Dan Burrows (#1125)
5004 Erik
Amarillo, TX 79106
38-46C

WilliamMcKenney (#1126)
47 Williams Avenue
Kittery, MA 03904
37-60C

Mark Libby (#1127)
Hampton Coach
6 Chestnut St., P.O. Box 6
Amesbury, MA 01913

Doug Weilbrenner (#1128)
48 Wisteria Path
Dracut, MA. 01826

George Stewart (#1129)
16 Montview Road
Chelmsford, MA 01824

John VanderMolen (#1130)
VanderMolen Construction
2015 Second Street
Eureka, CA. 95501
37-61

Virgil Siewert (#1131)
3386 Lake Street
Red Wing, MN 55066
38-66S - 38-41
37-81F

Ben Cacioppo (#1132)
17216 Buttons Dr.
Omaha, NE 68123
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David Karkowski (#1133)
11671 Woodland Dr.
Felton, PA 17322

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• 37-38 BUICK PARTS FOR SALE

37/38 Hydraulic lifters, Cam, Rocker Assy, Push Rods (60,80,90).....	\$225. set
37/38 Headlight switch.....	\$ 40.
37/38 Horn ring w/38 button.....	\$ 75. set
37/38 Instrument panel & Maplight switch.....	\$ 20.
37/38 Running boards.....	\$100. set
37/38 Wiper motor.....	\$ 25.
37/38 Wing vents (front and rear).....	\$ 45. set
37/38 Air cleaner.....	\$ 45.
37/38 Four door sedan doors in very good condition (no rust).....	\$400. set
37/38 Drivers side headlight ring.....	\$ 15.
37/38 Original antenna wire.....	\$ 65. set
37/38 Trouble light.....	\$ 15.
37/38 Beauty rings (16").....	\$ 10. ea
37/38 Generator (40).....	\$ 50.
37/38 Front non-welled fenders.(40).....	\$150. set
37/38 Door hinges (40-60).....	\$ 20. ea

(continued from page 26)

- 37/38 Sun visor brackets (40-60).....\$ 40.
- 37/38 Convertible wing vent pot metal (40-60).....\$150. set
- 37/38 Front door garnish molding for a 40-60 4 dr. convertible.....\$ 75. set
- 5 Post voltage regulator (used).....\$ 30
- 38 Parts Only
 - 38 Hub caps (used).....\$ 25. ea
 - 38 Nose Stainless between grille.....\$ 50.
 - 38 Transmission.....\$150.
 - 38 AAV-1 with choke for Special.....\$150. set
 - 38 Tail light with base, lens holder and lens.....\$ 85.
 - 38 Complete Parking light assy w/lenses (Good pot metal).....\$100. set
 - 38 Bumper guards.....\$ 25. each
 - 38 Bumper (front/no center hole)(40-60).....\$ 50.
 - 38 Dash.....\$ 25.
 - 38 Hood.....\$ 50. set
 - 38 SPECIAL emblem that goes on the side panel.....\$ 25. each
 - 38 Sedan trunk handle.....\$ 45.
 - 38 Plastic repro parking light lens.....\$ 20. set
 - 38 Retainer spring for the throw-out bearing.....\$ 15.
 - 38 Clock (used).....\$ 25.
 - 38 Radio grille.....\$ 15.
 - 38 Hood hold open arms.....\$ 25. set
 - 38 Plate under fender, under pass. side tail light.....\$ 8.
 - 38 Pass. side tail light lens holder.....\$ 10.
 - 38 Special center hood stainless strip.....\$ 80.
 - 38 Nose section that holds radiator (40-60).....\$ 25.
 - 38 NOS king pins & bushings (40-60).....\$ 75. set
 - 38 NOS Upper knuckle threaded pins & bushings (40-60).....\$ 65. set
 - 38 NOS lower control arm shafts & threaded bushings (40-60).....\$ 75. set
 - 38 Lower knuckle threaded pins (40-60).....\$ 25. set
 - 38 Rear fenders (40-60).....\$ 55.
 - 38 15" wheel (60).....\$ 65.
 - 38 Limited center hood stainless strip (90).....\$ 80.
- *Many other parts, just ask. All prices plus shipping. Call between 5:30 PM and 9:30PM EST Monday to Friday or anytime on Saturday and Sunday.*
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 - 7802 Chevalier Ct.
 - Severn, MD. 21144
 - (410) 551-7236

• 1937 Series 40

- Engine & Transmission, complete.....\$275.
- Doors.....\$ 40. ea
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- 8441 Rondale Dr.
- Grand Blanc, MI 48439
- (810) 694-1375

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• FOR 1938

'38 Buick Special Sidemount fenders
'38 Buick Special Passenger side plain fender
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RD#2
New Brighton, PA. 15066
(412) 843-8206

• FOR 1938 SPECIAL

Map light cover
Grille emblem
Hub caps
G. Schissler (#745)
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Springfield, Ohio 45503
(513) 399-0767

• FOR 1938 LIMITED Model 90

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1 Center of nose chrome trim
2 Front fender lights
2 Trunk hinges
1 Trunk handle with chrome mounting
1 Glove compartment with clock
4 Hub caps
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P.O. Box 2805
2805 Windhoek,
Namibia
Africa

• FOR '37 & '38

37/38 Convertible rear view mirror
37/38 Transmission to fit a
60-80-90 Series car
38 Century emblem that mounts
on the hood side panel
38 Front bumper accessory grille guard
38 Front bumper badge

I have many parts I can trade for these.

David Bylsma (#117)
7802 Chevalier Ct.
Severn, MD. 21144
(410) 551-7236

• FOR 1938 BIG SERIES

AAV-2 Stromberg Carburetor/Automatic
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For 1938 Big Series cars.
Larry Hale (#1070)
(404) 436-4549 (Georgia)

• NEED TO FIND 1938 3.9

I missed getting a 3:9 Ring and Pinion
Gear Set for my 1938 Special by 1 day. If I
don't get a 3:9 set soon I may have to try
and trade the 38-41 for a large engined '38
or '41 Buick. Thanks
James Rufener (#767)
1748 Karis Way
Eagan, MN 55122
(612) 688-8058

Cars WANTED

• Restored 1938 Special with the Semi-Auto-
matic (Self-Shifting) Transmission. Prefer Con-
vertible Coupe Model 46C.

Fred Graybeal Jr. (#1124)
Ft. Worth, TX
(817) 924-1193 evenings or weekends

• 1938 Buick CENTURY Coupe or Sedan

Walter Lopic (#999)
RD#2
New Brighton, PA. 15066
(412) 843-8206

Cars FOR SALE



• **1937 Buick Special Model 41**

Dark gray with light gray interior. New clutch, transmission, brakes, master cylinder, sealed gas tank, electric fuel pump, wide whitewalls plus many other new parts. Good Driver...\$8,200.

• **1937 Buick Special Model 41**

Restoration started with over \$13,000 invested. Most chrome is done, Hunley Acuff running boards, rebuilt carb. sealed gas tank, new radiator, floor mats plus much more. Most parts still in boxes. It was a spotless Southern car when I got it and has been in inside storage since. Looking for good home. Much too nice to street rod....\$9,500 OBO

Rich Dickman (#765)
(513) 367-0514 (Ohio)

• **1938 Buick Special 4 Door Sedan Model 41**

Restoration started. Needs completion. Main body and frame metal work and paint are completed. Vehicle is disassembled. Needs Completion.

Ed Hallahan
5 Parkway
Warwick, N.Y. 10990
Day (914) 986-7378
Eve (914) 986-0471

• **1937 Limited Model 90 with side mounts**

Car is complete but in rough shape. Will sell complete car or part out.

Mike Ruhle (#809)
P.O. Box 33513
Juneau, Alaska. 99803
(907) 321-0965

• **1937 Buick Limited Model 91**

1 of only 1,229 made. A true Classic Car that was mechanically restored in 1986 when I purchased it. An excellent runner with solid rust-free body that anyone would be proud to take anywhere. Extra parts and all literature are included in the price of \$11,000.

Don Bianchi (#670)
130 Woodward Ave.
Rutherford, N.J. 07070
(201) 933-3035 (leave message)

Literature FOR SALE

Large selection of 1937-1938 Buick sales brochures, manuals, factory photos, etc. Send a stamped envelope for a free list. Please specify Buick and year as I have lists for all cars/trucks worldwide.

Walter Miller (#1093)
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FAX: (315) 432-8256

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'37-'38 Buick Rubber Parts

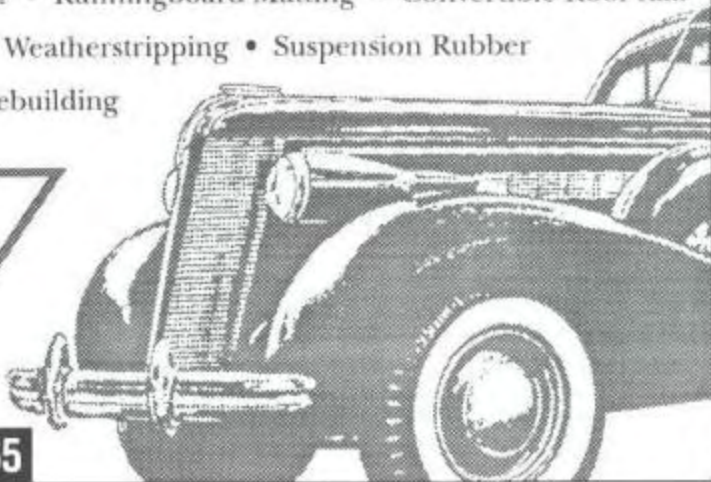
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Door Weatherstripping • Quarter Window Weatherstripping • Suspension Rubber
Trunk Weatherstripping • Motor Mount Rebuilding



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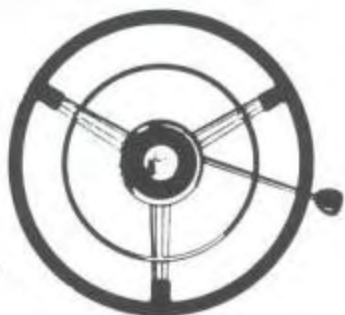


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Black or Brown
FF-378.....\$175.



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Clip-in.....DW-80.....\$3.40 ft.
Clips.....\$.60 ea.



DOOR BOTTOM SEAL
Clip Type.....DW-369.....\$1.85 ft

TRUNK SEAL-SEDANS. 1/2" Wide;
Ser. 80-90.....TW-371.....\$31.50
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Ser. 40-60.....TW-371S.....\$31.50



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Brown.....CB-343BN.....\$5.50 ea.
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Series 60-80-90 (Diaphragm Assy.Req.).\$28.00

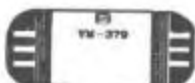
CARB. KITS:CARTER.....CK-360C \$26.00
STROMBERG.....CK-37XS \$26.00

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SUNVISOR BRACKETS For 40-50-60 Closed
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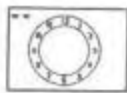
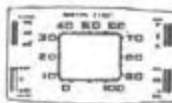
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.....RADIO.....RG-38.....\$23.
.....CLOCK..CG-38.....\$28.



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PLASTIC DOOR HANDLE and Window
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OUTSIDE DOOR HANDLE CHROME
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1 FERRULE & 1 GROMMET Per Set.
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\$20. Refundable if Returned Within
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